

division of a municipality (or other governmental unit) into districts, and the regulation within the districts of:

1. the height and bulk of buildings and other structures,
2. the area of a lot that may be occupied and the size of required open spaces,
3. the density of population, and
4. the use of buildings and land for trade, industry, residence, or other purposes.

The characteristic feature of the zoning ordinance that distinguishes it from most other regulations is that it differs from district to district, rather than being uniform throughout a city. Thus, a given area might be restricted to single-family residential development with minimum lot size requirements and setback provisions appropriate for development. In other areas, commercial or industrial development might be permitted, and regulations would be enacted to control such development. Building code provisions or sanitary regulations, on the other hand, normally apply to all buildings in a certain category regardless of where they may be situated within a city.

The zoning ordinance does not regulate the design of streets, utility installation, the reservation or dedication of parks, street rights-of-way, school sites, and related matters. These are controlled by subdivision regulations or possibly by use of an official map. The zoning ordinance should however, be carefully coordinated with these and other control devices.

Official Maps

The roadway corridor official map (or official map) is a document, adopted by the legislative body of the community or the North Carolina Board of Transportation, that pinpoints and preserves the location of proposed streets against encroachment. In effect, the official map serves notice on developers that the State or municipality intends to acquire specific property. The official map serves as a positive influence for sound development by reserving sites for public improvements in anticipation of actual need.

Official maps place restrictions on private property. These restrictions are in the form of a prohibition, for up to three years, on the issuance of building permits or the approval of subdivisions on property lying within an official map alignment. The three year reservation period begins when a request for development is denied. This authority should be used carefully and only in cases where less restrictive powers are found to be ineffective.

** The long range Western Bypass could be a candidate for having an official map developed by the local area.*

Requests for NCDOT to prepare and adopt an official map should be sent to the Director of Planning and Programming. For cities contemplating the adoption of an official map, there are two ways in which the city may proceed. The first is to consider the official map statute as a